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CITY OF WASHINGTON, TUESDAY MORNING, JUNE 1, 1852.

CONGRESSIONAL. DEFERRED DEBATE.

THURSDAY, MAY 27, 1852. BENATE. DEFICIENCY BILL

The Senate having under consideration the amendment of Mr. Chask to the Collins amendment, and Mr. BORLAND having concluded his speech, Mr. BUTLER moved to postpone this subject till tomotrow in order to go into executive session.

Several Senatoras. I hope not.

The question being taken on postponing the subject, it was lost on a division—ayes 15, noes 23.

Mr. HUNTER. I would suggest to the Senate to take a vote on the amendment of the senator from Ohio, and then lay over the question till to-morrow, when there will be a full Senate.

Several Senators. Oh, no.

The question being taken by yeas and nays on the amendment of Mr. Chase, resulted—yeas 18, nays 26—as follow:

follow:

YEAS—Messrs. Adams, Borland, Brodhead, Brooke's Butler, Chase, Desaussure, Dodge of Wisconsin, Dodge of lows, Hunter, King, Maliory, Mason, Sebastian, Summey's Underwood, Wade, and Weller—18

NAYS—Messrs. Bell, Bright, Cooper, Davis, Dawson, Downs, Fish, Foot, Geyer, Hale, Hamlin, Houston, James, Mangum, Mitter, Norris, Peerce, Pratt, Rusk, Sewaid, Shields, Smith, Soulé, Spruance, Toucey, and Upham—26.

So the amendment was rejected.

Mr. BELL. I move to strike out the proviso inserted as in committee—

as in committee—
"Provided, That it shall be in the power of Congress, at any time after the 31st day of December, 1854, to terminate the arrangement for any additional allowance herein provided for, upon giving six months' notice."

And insert the following:

"Provided, That after the 30th day of June, 1854, the rate of compensation to said line of steamers shall not exceed \$19.250, unless Congress in the mean time shall otherwise

provide."
Mr. ATCHISON moved that the Senate adjourn.
The question being taken on the motion to adjourn, it
was lost—ayes 21, nose 23.
Mr. DAWSON. The question that if presented by
the senator from Tennessee (Mr. Bell) I trust will be debated. Mr. PRATT. If the senator understands it himself,

am sure we all do here.

Mr. DAWSON. I desire to place myself correctly be

Mr. DAWSON. I desire to place myself correctly be fore the country.

Mr. PRATT. We are very willing to hear you.

Mr. BELL. I will just state what I propose by the amendment. I did intend, if I had time, without trespassing upon the Senate, to make some explanation in regard to it. In the first place, one great change that the amendment makes is, that it does not require that Congress should interfere to stop this increased appropriation or allowance after the 30th of June, 1554, but it ceases by this provision of law. Congress will have power to interpose before that time, or afterwards, to allow a continuation of it. In that respect it differs from the former proviso.

In the second place, it imits the time to six months short of that already provided for in the part which I propose to strike out, which is long enough time, in the opinion of the gentlemen in conforming with whose wiews I have offered it, and of myself, to give to these men a sufficient allowance, by this increase to \$33,000 per trip, to cover the losses incurred by their being the pioneers of this line, and having had to run it at a great loss no doubt, perhaps of some sixteen or seventeen pioneers of this line, and having had to run it at a great loss no doubt, perhaps of some sixteen or seventeen thousand dollars per trip. But after that time—the 30th of June, 1854—I suppose the line ought to run at the rate of half a million a year from the government, which it will get on twenty-six trips in a year. I think it ought, after that date, to be run at that rate of compensation from the government, and perhaps from the present time—but that I do not know. One advantage of this amendment is to furnish further data upon which to go at the end of this period, and see whether they do require a further allowance or not; and what to my mind is of as great importance, we shall then see how far this experiment does interfere with private enterprise. We are in the midst of this experiment. We do not know how much it may interfere with matters in which private proprietors of lines of this description, or commercial enterprises generally, are concerned.

in the most of this experiment.

much it may interfere with matters in which private proprietors of lines of this description, or commercial enterprises generally, are concerned.

I confess that this is the point in this whole policy about which I have the most distrust. We do not see it all now, but in two or three years more of experience we can then decide upon clearer grounds and more satisfactorily to the country. It is for these reasons that I have offered this proposition.

Mr. PRATT. If the honorable senator from Tennessee [Mr. Bell.] will amend his amendment so as to have it the end of the fiscal year 1854, it will be better. As it is now, it gives but something like eighteen months.

Mr. BELL. It gives two years; for it begins at the 18th of January last.

Mr. DAWSON. I do not intend to debate — Mr. DAWSON. I do not intend to debate — Mr. RUSK. If the honorable senator from Georgia Mr. Dawson] will permit me to make a single state-

ment.
Mr. DAWSON. Certainly.
Mr. RUSK. I do not intend to enter into an argument of this matter. I should have no difficulty myself in agreeing to this proposition, because I believe that at that time the proceeds of the running of these ships will, in all probability, repay these gentlemen for their undertaking, and they will not ask more of us. But here is the difficulty agree in. As the amendment now stands, the

all probability, repay these gentlemen for their undertaking, and they will not ask more of us. But here is the difficulty we get in: As the amendment now stands, the time is limited to but six months longer than is now proposed, and then the matter is under the control of Congress, and we can certainly trust Congress for that time. Now, here is the difficulty: if the Cunard line sees that Congress do not intend to keep this Collins line upon an equality with them, they will continue still to run their line against it. We have seen, from the testimony brought out, that this expenditure of hundreds of thousands of dollars for postages amounts to nothing to the British admiralty; and the consequence will be that you will strengthen the position of the Cunard line during all this time, and they will continue to war against the Collins line. If the committee's amendment passes unembarrassed by any such proposition as this, what will be the result? Everybody will see that Congress intends to keep up this line. The British had steamers on the Gulf of Mexico at the time the Aspinwall and Law's lines went into operation. But they found that they could not compete with them, and withdrew them, I believe they will withdraw this Cunard line if we pursue the course I have indicated. All the letters will then be carried by the Collins line, while the British can put their line upon another station.

insiline, while the British can put their line upon another station.

I believe they will withdraw it upon another ground, and that is this: the British have heretofore had the reputation of the best ship-builders in the world, and the result has been that their mechanics have derived large profits on the ships they build, being purchased by other sations on the ground that they produce the best ships in the world. Now, when they see that this government intends to support this Collins line they will not be likely for an theirs alongside of it, when it will be an open and their steamers than they can. I think, therefore, that they will withdraw their line, if this embarrassment is now, it is entirely under the control of Congress in 1854. I can, therefore, see no good to result from this amendment, but rather great damage.

Mr. DAWSON. I will make no objection to that, if the mover of the amendment [Mr. Bell. I will say, Mr. President, that I supposed myself that the proper construction of the amendment is the state of the committee of the whole was that the six months' notice must be given after the 31st day of December, 1834.

Mr. BELL. I will say, Mr. President, that I supposed myself that the proper construction of the amendment [Mr. Bell. I will say, Mr. Bresident, that I supposed myself that the proper construction of the amendment of the committee of the whole was that the six months' notice must be given after the 31st day of December, 1834.

Mr. BELL. I will say, Mr. President, that I supposed myself that the proper construction of the amendment of the committee of the whole was that the six months' notice must be given after the 31st day of December, 1834.

Mr. BELL. I think that I suppose the committee of the whole was that the six months' notice must be given after the 31st day of December, 1834.

Mr. BELL. I think that I suppose the committee of the whole was that the six months' notice must be given after the 31st day of December, 1834.

Mr. BELL. I will say, Mr. President, that I suppose the comm make him comprehend them. But being unwilling to have anything done on my part to involve the character of this country, or to prove ruinous to this company. If an willing to coas far in liberality as any man ought to go, in my judgmeal. Hence it is that I have been in favor of sustaining this line, and I have met the friends of this measure upon common ground. What is that ground? Why, it is to do precisely what its friends desire to do, merely with the limitation of placing it in the power of Congress to sustain the reputation and character of this country at some subsequent period. We have agreed, by this amendment which has just been offered, to place it in the power of Congress after the 20th June, 1854, and the country at some subsequent period of the country limit in the long session of 1853 and 1854, and this will be in the long session of 1853 and 1854, and that Congress will have the matter under their control recisely as we have it now, and will have the same power over it, and if it becomes necessary, they can legistate to satisfy the then condition of the company. As the senator from Texas [Mr. Russ.] says, it is presumable that this line will be enabled to sustain itself at that line. If not, then the great question will come up will this country sustain this line if it cannot sustain the during the remaining six years of the contract? They will then have the same power and opportunity to say that we have. We are sischarging our duty now,

both to the character of the country and to the protection of this company, by giving them all for two years from this question. He has there here in the same extended liberality—in any other has there been in the same extended liberality—in any other is an officially to company were made to us the terms were specified in the country what these reports and the protection of the protection of the protection of the country which is the protection of the protection of the protection of the protection of the country what the protection of the protect

already introduced a debate which is likely to continue for some time.

I will make one remark before I sit down; and that is, that the senator from Tennessee cannot by this amendment control the future action of Congress upon this subject. I understand him to say that he will vote with a view to indemnify this company for past losses, but he does not legislate with any view to afford them future guarantees. Now, if we undertake to legislate upon this subject with a view to indemnify them for the past, then, at the very time he proposes to terminate this contract, an appeal will be made to the magnanimity and liberality of Congress for further assistance, and an appeal can be made in favor of this object far beyond, perhaps, what could be made in reference to any other that could be suggested.

suggested.
I think that gentlemen show rather too much impa

I think that gentlemen show rather too much impatience to get a vote upon this matter, and therefore I move that the Senate do now adjourn.

The question being then taken, upon a division the motion to adjourn was not agreed to, as follows—ayes 19, noes 19.

On motion by Mr. DAWSON, the yeas and nays were ordered upon the amendment to the amendment.

Mr. RUSK. I am sure the senator from Georgia [Mr. DAWSON] does not want to embarrass this proposition, and give an advanage to the Cunard line, and enable them to keep up their opposition to this Collins line? Why not put this to the time mentioned in the committee's proviso?

provise?

Mr. DAWSON. I do not see how this is to embarrass the company, and give the Cunard line any advantage, especially as we extend this allowance to June, 1854, when it will certainly be in the power of Congress,

as it now is.

Mr. CHASE called for the reading of the amendment.

Mr. PRESIDENT stated the question to be upon striking out the following proviso of the committee's amendment:

"Provided, That it shall be in the power of Congress, as any time after the 31st day of December, 1854, to terminate the arrangement for any additional allowance herein pro-vided for, upon giving six months' notice," And inserting the following in lieu thereof:

"Provided, That after the 30th day of June, 1854, the rate of compensation to said line of steamers shall not exceed \$19,250 a trip, unless Congress in the mean time shall otherwise provide."

Mr. DAWSON. I do not wish to detain the Senate, but only to give one word of explanation. According to the first proviso, after the 1st day of January, 1855—or the 31st day of December, 1854, which is the same thing—Congress is to have the power of discontinuing this increased allowance upon giving six months' notice. The notice is to be given after that period, and that will make it year longer than the proviso now proposed will make it. Mr. BADGER. The notice may be given before that

Mr. BADGER. The notice may be given before that period.
Mr. DAWSON. I do not understand it so. According to the first proviso, as I understand it, the notice of six months is to be given after the 31st day of December, 1554; it is not to be given prior to that period.
Mr. BADGER Certainly, it is.
Mr. DAWSON. Not at all. Now we put it upon the ground that the compensation shall be reduced to \$19,250 a trip after the 30th day of June, 1854. If the condition of the company be such as to require the continuation of the increased compensation, then Congress at that time can continue it.

Mr. PRATT. If I can get the ear of the senator from Georgia [Mr. Dawson] and the other friends of this measure, I would suggest that if they would change the time from the 30th day of June to the 31st day of December, 1854, it would obviate two difficulties,

Mr. DAWSON. I will make no objection to that, if the mover of the amendment [Mr. Bell.] will consent to it.

heretofore, but which with their present experience they would not be subject to if they were now about to enter upon the building of these ships and the running of this line. I will, therefore, agree to the change in my amendment from the 30th of June, 1854, to the 31st of December 1855.

ber, 1854.
The PRESIDENT. The year and nays having been

The PRESIDENT. The years and have naving been ordered upon this amendment, no change can be made in it but by unanimous consent.

Mr. BELL: Then I ask the unanimous consent of the Senate to make the modification I have indicated.

Mr. BUTLER: I must object to any modification at

this time.

Mr. UNDERWOOD. I want the question taken upon this provise as it now stands. I do not know that I ought to interfere in a debate like this; but I wish to show to

Mr. TOUCEY. I will withdraw it upon that understanding.

Mr. UNDERWOOD. My complaint from the beginning to the end of this matter has been, that we never can get any information that we can rely upon. I have stated before that these estimates—this presentation of facts—did not give us that satisfactory information that would-enable us to tell whether it was right or not to make this allowance. Now, I supposed that the steamer Atlantic was embraced in the general estimates of repairs. I understood that she belonged to this line of steamers.

Mr. BADGER. So she does.

Mr. UNDERWOOD. That part of my information, then, is correct. I saw here a general estimate of repairs, and, of course, my conclusion was that it embraced all the repairs for all the ships composing this line; and when the Atlantic broke her shaft, I supposed that the replacing it was embraced in the amount of expenses, just like any other repairs to that or any of the other steamers. Now I am told that that was paid for by the insurance company. Now, can I accept this estimate? You have not laid before the country all the facts of this case from beginning to end.

Mr. BUTLER. If the honorable senator will give

rom beginning to end.

Mr. BUTLER. If the honorable senator will give way here, he can have the floor to-morrow, and I will enew the motion to adjourn.

Mr. UNDERWOOD. No, sir; I have nearly con-

Mr. UNDERWOOD. No, sir; I have nearly concluded.

The PRESIDENT. The senator from Kentucky [Mr. UNDERWOOD] is entitled to the floor, and must not be interrupted.

Mr. BUTLER. I wished to adjourn now as a matter of accommodation to him, as I supposed he would be better prepared to conclude his speech to-morrow.

Mr. UNDERWOOD. I would prefer to proceed now. I do not want to consume the time of the Senate, but merely to make an explanation by way of answer to my friend from New Jersey, [Mr. Miller.] As I was saying, my complaint has been from the beginning that these generalities leave us in the dark—they do not explain things so that Congress and the country can understand. That is what I complain of. It has not been stated until now that his expense in regard to the steamer Atlantic was covered by the insurance.

Mr. TOUCEY. Will the senator allow me to suggest to him that I gave way not for the purpose of heating a speech. I made the motion to adjourn, and withdrew it, as I supposed, merely for an explanation.

The PRESIDENT. The senator from Connecticut [Mr. Toucey] withdrew his motion, and the senator from Kentucky [Mr. UNDERWOOD] is now entitled to the floor.

Mr. TOUCEY. I merely wish to appeal to the sena-

Mr. TOUCEY. I merely wish to appeal to the sena

Mr. UNDERWOOD. I did not ask the senator to give Mr. UNDERWOOD. I did not ask the senator to give way for a speech; I only desired to make an explanation. I have already said that I was in a minority upon this subject, and I will not trouble the Senate with remarks that are disagreeable to them. I will merely state again that we have not had the facts of this case as we were promised. I will now fulfil my promise, and renew the motion to adjourn.

The question was then taken, and, upon a division, as follows—ayes 19, noes 17—
The Senate adjourned.

THE DEVICIENCY BILL.

The Senate resamed the consideration of the deficiency bill—the question pending being the amendment of Mr. Bell. to strike out the provise at the end of the appropriation for the Collins line of steamships, and to insert in lieu thereof the following:

"Provided, That after the 30th day of June, 1854, the rate of compensation to said line of steamers shall not exceed \$19,250 per trip, unless Congress in the mean time shall otherwise provide."

Mr. RUSK asked for the reading of the proviso that was to be stricken out, and it was read as follows: "Provided, Tust it shall be in the power of Congress, ny time after the 31st day of December, 1854, to termina

he arrangement for the additional allowan ided for, upon giving six months' notice." Mr. DAWSON. Was there any objection to inserting the 31st of December, instead of the 30th of June?

The PRESIDENT. The senator from Kentucky [Mr.

ing the 31st of December, instead of the 30th of June!

The PRESIDENT. The senator from Kentucky [Mr. UNDERWOOD] objected.

Mr. RUSK. Mr. President, I do not desire to consume the time of the Senate, but I should regard this as defeating the measure altogether. Everybody knows who has paid any attention to this matter that from the day the Collins line of steamers commenced operations, every effort which capital and ingenuity could make has been made for the purpose of driving these steamers off the line, so that their rivals could obtain a monopoly of this line. This has extended throughout the whole length of time. They refused, even in the second year, to alternate with the Collins line; and they have refused every amicable proposition to give each party a fair opportunity for the passengers and freight to be divided between them. Well, sir, what will be the result of the adeption of this amendment? It will be simply this, to say in language as plain as it can be said to the Canard line: "Redouble your exertions, for these men have but a year or two to live; Congress will be delayed, if any aid is given hereafter to put them upon an equality with you; Congress will be delayed, if any aid is given hereafter to put them upon an equality with you; Congress will be delayed, by taking aix months to investigate the subject." Thus it would be just inviting them to make every effort to render this an unprofitable business for the employer, and at the end of the time drive of this line and assume the monopoly for themselves. That will be just exactly the effect of it, sir.

Several Senarons Question immediately, and so am I. If I was under the same conviction with my friend from

Mr. DAWSON. I know that the Senate are very desirous to take this question immediately, and so am I. If I was under the same conviction with my friend from Texas, I should be compelled to adopt the same course with him; but I cannot see how this will jeopard in the least the interests of this company. I consider the proposition now before us an extremely liberal one—one well calculated to sustain the honor and pride of the nation; otherwise I would not sustain it. I consider that the passage of this bill, or this amendment as proposed to the bill, very much depends upon the adoption of this particular amendment. It is one which extends the time to the 30th of June, 1854—two years—and, then places it in the power of Congress to legislate upon this subject. Are we distrustful of what the future Congress will do upon this question? Do we believe that they would change the action of this Congress with regard to the matter? If we do, let me say it is a right that belongs to them; and by a contract we ought not to bind them in any such way as to prevent the free exercise of that right. I am willing to go to that extent; but there I think we are ought to stop. It is very probable that there will be developments in relation to this line of steamers by that time which will inform us much better with regard to the

Mr. RUSK. I submit whether it is in order to offer adopt it.

The PRESIDENT. Certainly, it is in order. The character of the proviso having been changed by changing the time from the 30th of June to the 31st of December, 1854, it becomes a different amendment, and is there-

ore in order.

Mr. SEWARD asked for the reading of the provise ust rejected.
It was accordingly read as follows:

"Provided, That after the 30th day of June, 1854, the rate of compensation to said line of steamers shall not exceed \$19,250 per trip, unless Congress in the mean time shall otherwise provide."

shall otherwise provide."

On motion by Mr. DAWSON, the yeas and nays were ordered upon his amendment.

The question being then taken by yeas and nays, the amendment was rejected—yeas 18, nays 23—as follow:

whendment was rejected—Yeas 18, nays 23—as follow:
YEAS—Messrr. Adams, Bell, Borland, Brodhend, Cass,
Chase, Dawson, Desaussure, Dodge of Wisconsia, Hunter,
King, Mason, Pratt, Sebastian, Underwood, Wade, Walker,
and Weller—18.

Nat?—Messrs. Badger, Bright, Cooper, Davis, Fish,
Nat?—Messrs. Badger, Bright, Cooper, Davis, Fish,
Hale, Hamlin, Houston, James, Jones of lows, Manguin,
Miller, Norris, Pearce, Rusk, Saward, Shields, Smith,
Soule, Spruance, Stockton, Toucey, and Upham—23.

Mr. BORLAND. I offer the following additional proviso as an amendment to the amendment of the commit-

Mr. BORLAND. I offer the following additional proviso as an amendment to the amendment of the committee of the whole:

"Provided, further, That the contract for the transportation of said mail be, and is hereby, transferred from the Navy to the Post Office Department; and that appropriations hereafter to be made to defray the expense of said contract be paid directly out of the treasury, and shall not be charged over to the appropriations for the navy."

I desire simply to say that this amendment is in substance the same which was offered in committee of the whole by the senator from Florida, [Mr. Mallory.] It is intended to give what I consider the true character to this line of steamships in their connexion with the government, and to put the character of the service which they render upon its true footing, and to pay for it—as I am prepared to pay for all other mail service—directly cout of the treasury, not requiring the Post Office Department to be a self-sustaining department, any more than I would require the War Department of the Navy Department to be self-sustaining. I think it has been very clearly shown, by the arguments upon both sides of this question since it has been before the Senate, that this is a mail line and nothing more, and that it goes before the country, when it is called a part of the naval establishment, under false colors; that the public are induced to ment, under false colors; that the public are induced to believe, from the form in which we make this appropri-ation, and the manner in which we have paid for this service heretofore, that it is a part of the navy; whereas it is nothing more nor less than a mail line, and should be put upon the same footing in that respect with all other

it is nothing more nor less than a mail line, and should be put upon the same footing in that respect with all other mail service.

Mr. HALE. I believe this was understood when we voted upon it before. I cannot help thinking that the senator has the same object in view that he said Zekiel Powers tried upon the crows in Arkansas—putting one more rail upon the top; and this is the beginning of that scheme. As he has already forewarned us of that game, I hope we will not agree to this amendment.

Mr. BORLAND. This amendment was discussed in committee a little while ago. I will take occasion to remind the senator from New Hampshire [Mr. Hale] that, so far from its being anything like a game to deceive the Senate or the country, the committee, in voting upon it, before, was within one of giving a tie vote, and the Senate was not full by any means. The vote in the committee of the whole stood 18 to 19. I desire now, when the Senate is fuller, to have the sense of the Senate tested upon this proposition. It is no proposition sprung upon the Senate now for the first time, but an old one which has been up here before and been discussed. I think the whole discussion upon the matter of this line has brought out facts sufficient to show that this is the proper and only footing upon which it should be placed.

I ask the yeas and nays upon my amendment.

The yeas and nays were accordingly ordered.

The question being then taken by yeas and nays, the amendment was rejected—yeas 15, nays 25—as follow:

YEAS—Messrs Borland, Brodhead, Butler, Chase, Cooper, Desaussure, Dodge of Wisconsin, Fish, Hunter, Mason, Sneith, Muster, Mason, Mays—Messrs Archison, Badger, Bell, Bradbury, Bright, Cass, Davis, Dawson, Hale, Hamin, Houston, James, Jones of lows, Mangum, Miller, Norris, Pearce, and Uphan—25.

The question then recurred upon concurring in the amendment of the committee of the whole in relation to

The question then recurred upon concurring in the mendment of the committee of the whole in relation to

The question then recurred upon contenting in the amendment of the committee of the whole in relation to the Collins line.

Mr. CHASE. It will be remembered that when the amendment offered by myself a day or two since was under consideration, the senator from Maryland [Mr. PRATT] objected to it hecause it did not provide for the transportation of the mail in "American" steamships; and when, in order to obviate that objection, I proposed to insert the word "American," he objected to it; and inasmuch as the yeas and mays had been ordered, and it was an amendment to an amendment, under the rules and regulations of the Senate that modification could not be made but by unanimous consent. I then said, that if that amendment was rejected, I would offer the same amendment, inserting the word "American" before the word "steamships," in order to remove that objection, which might by possibility have influenced some one to vote against it. I therefore offer the following as an amendment to the amendment:

"And provided, further, That the proprietors of said line."

mendment to the amendment:

"And provided, further, That the proprietors of said line
if are a great shall consent to such a modification of the ex-

made to the amendment of the senator from Tennessee [Mr. Bell.] by the senator from Michigan, [Mr. Casa, for it proposes to terminate absolutely the contract, and leave the ocean transportation open to competition ask the yeas and nays upon my proposition.

The yeas and nays were accordingly ordered.

The question being then taken by yeas and nays, mendment was not adopted—yeas 15, nays 28—as

low:
YEAS—Messrs. Adams, Borland, Brodhead, Butler
Case, Deanussure, Dodge of Wisconsin, Hunter, Mason
Sebastian, Sumner. Underwood, Wade, Walker, Weller
and Whitcomb—16.
NAYS—Messrs Atchison, Badger, Bell, Bright, Cass
Cooper, Davis, Dawson, Fish, Hale, Hamlin, Houston
James, Jones of Iowa, Mangum, Miller, Norris, Pearce
Pratt, Rusk, Seward, Shields, Smith, Soule, Spruance
Stockton, Tourey, and Upham—28.

The question then recurred upon concurring with the committee of the whole in their amendment giving increased compensation to the Collins line of steamships. On motion of Mr. BORLAND, the yeas and nays were

On motion of Mr. BORLAND, the yeas and mays recordered.

Mr. FELCH. I wish to say that, at the request of the senator from California, [Mr. Gwin,] who is now absent, I have agreed to pair off with him upon this subject; he being in favor of this proposition, while I am decidedly opposed to it.

The question being then taken by yeas and mays, the amendment of the committee of the whole was concurred in—yeas 27, nays 19—as follow:

curred in—yeas 27, nays 19—as follow:
YEAS—Messrs. Badger, Bright, Cass, Cooper, Davis, Dawson, Fish, Hale, Hamlin, Houston, James, Jones oi lows, Mangum, Miller, Norris, Pearce, Pratt, Rask, Seward, Shields, Smith, Soule, Spruance, Stockton, Summer, Toucey, and Upham—27.
NAYS—Messrs. Adams, Bell, Borland, Brodhead, Butler, Chase, Clemens, Desaussure, Dodge of Wisconsin, Dodge of Iowa, Douglas, Hunter, Mason, Sebastian, Underwood, Wade, Walker, Weller, and Whitcomb—19.

JUDICIAL EXPENSES.

The next amendment was stated to be upon page 20 of the printed bill, at the end of the 1st section, to insert: the printed bill, at the end of the 1st section, to insert:

"For defraying the expenses of the supreme, circuit, and district cours of the United States, including the District of Columbia, also for jurors and witnesses, in sid of the funds arising from fines, penalties, and forfestures incurred in the fiscal year ending June 30, 1852, and previous years, and likewise for defraying the expenses of suits in which the United States are concerned, and of prosecutions for offences committed against the United States, and for the apprehension and safekeeping of prisoners, in addition to former appropriations, \$90,000: Provided, That no office of the United States who is in attendance upon any court of the United States, in the discharge of the duties of said office, shall receive any pay or compensation for his attendance as a witness on behalf of the government at the same time that he receives compensation as such officer."

The question being then taken upon concurring with

The question being then taken upon concurring with the committee of the whole in that amendment, it was the committee of the whole in the agreed to.

The next amendment was stated to be to add to the

"To enable the Secretary of the Interior to pay to the clerks employed in the Census Office on extra duty, at the rate of \$100 for full service, according the office roll, the sum of \$10,500."

The question being taken upon concurring with the committee of the whole in that amendment, it was agreed The next amendment was stated to be to insert the fol

lowing:

"For determining, running, and marking the not boundary of the State of lows, on the parallel of 43 de 30 minutes north latitude, in addition to the approprieretofore made for the same object, \$15,000."

The question being taken upon concurring with the committee of the whole in that amendment, it was agreed O.

The next amendment was stated to be to add the following to the bill:

"For the reconstruction or repairs of the steamer Bibb used in the survey of the Nantucket shoals, \$18,000;"

Which amendment was concurred in.
The next amendment was stated to be the following: "For establishing a denot of coal for naval purposes a ey West, in the State of Florida, \$20,000."

"For establishing a depot of coal for naval purposes at Key West, in the State of Florida, \$20,000."

Mr. HUNTER. There are three amendments, then, which seem to me do not come properly in a deficiency bill; but I determined to accept them, and ask for a separate vote upon them. This is one of them; and the other two are those which immediately follow this one, in relation to custom-houses. This amendment was offered by the senator from Florida, [Mr. Mallory.] and the only objection that I have to make to it is, that it does not come properly in a dehciency bill.

Mr. MALLORY. I will state briefly to the Senate some of the facts in relation to this appropriation. The United States government have for some six or eight years past maintained a coal depot at this island; it has maintained that depot at a very considerable expense, hiring from to time the lot of land upon which to place the public coal. It has now been proposed by the Navy Department—certainly by the heads of the naval bureau—to establish a permanent site there, instead of a temporary site, as has been the case heretofore. The Secretary of the Navy has also taken this view of the matter, and the department has recommended it. In this light I regard it as a deficiency; because, for about eight years past, a very large expense has been incurred annually for depositing this coal on this island, and the proposition now is to decrease the expense by purchasing a site and erecting a shed for that purpose.

crease the expenses shed for that purpose.

The question being then taken upon concurring with the committee of the whole in their amendment, it was

"For the purchase of a site on which to erect a custor house in Bangor, Maine, \$15,000."

house in Bangor, Maine, \$15,000."

Mr. HUNTER. I would say in relation to this amendment, and the one immediately succeeding this one, in relation to a custom-house in Bath, Maine, that they came from the Committee on Commerce; and I did not oppose them, because I really supposed at the time they were offered that they were deficiencies. But I have found since, upon examination, that one of them is not a deficiency, because the original appropriation was for the site and building; and in regard to the other, there is some doubt as to whether it is a deficiency or not. The senator from Maine, [Mr. Hamlin,] however, will explain that. But I was anxious that nothing should be put in this bill but what was a deficiency, because, if it were done, I knew other amendments of a like character would also be offered.

But I was anxious that nothing should be put in this bill but what was a deficiency, because, if it were done, I knew other amendments of a like character would also be offered.

Mr. HAMLIN. I am very well satisfied that both of the amendments the senator from Virginia [Mr. HUNTER] has just referred to are appropriate to this bill. As I understood him, he admits that the first amendment is clearly a deficiency. It is of little consequence, however, whether he admits it or not; for I have examined it probably a little more closely than he has, and I think i have a statement to make which will satisfy him. An appropriation of a certain som was made for the construction of a custom-house at Bangor, in the State of Maine; the cost of the building was limited to that sum, but out of it the department has taken \$15,000 to purchase a site for the building; and this amendment has been reported by the Committee on Commerce, in pursuance of a recommendation, to supply the deficiency to pay for the purchase of the site.

There is this slight difference between this case and the one in tellation to the custom-house in Bath, Maine. An appropriation was made for the erection of a custom-house at the latter place, or rather for the repair of the old one; the appropriation was limited to \$25,000. Upon a careful examination of the whole matter, the department have come to the conclusion that it is best to tear down the old building, and ask for a small additional appropriation of \$11,000 to purchase a site for a new building. It is, it is true, an additional sum, but as much connected with the deliciency in this matter as any other amendment that has been adopted. I hope, therefore, the Senate will let both amendments remain, as adopted in committee of the whole.

Mr. BADGER. I hope so, too.

Mr. HUNTER. I hope the honorable senator will see that it is the senator will see the sum appropriated, and \$15,000 has been taken out of it to purchase a site. In the other case the cost was limited to \$25,000, including the site and cust

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The question now is upon the appropriation for the site of the custom-house at Bangor, Manne.

Mr. HAMLIN. I wish to state one fact that I did not state before; and that is, that if these appropriations are made in this bill, the money will be useful for the erection of these custom-houses during this summer; if they are not made here, the work must go over for another year.

year.

Mr. DAVIS. I rise simply to express a hope that these amendments will prevail. I think it is necessary to have this work done some time, and it is better to have it done

Mr. BRADBURY. I have had occasion to notice the necessity for the custom-house at Bath, Maine.

The PRESIDING OFFICER. That is not now under Bangor.
Mr. BRADBURY. I will only remark that this is, a

Mr. BRADBURY. I will only remark that the Senate will observe, the smallest appropriation for which a custom-house is proposed to be built anywhere; and with this appropriation 1 think it will be enough.

The question being then taken upon the appropriation for the purchase of the site for the custom-house in Bangor, in the State of Maine, it was adopted.

The next amendment was stated to be as follows:

"For the purchase of a site on which to erect a customer, Bath, Maine, \$11,000"

house, Bath, Maine, \$11,000 "
Mr. CLEMENS. I only wish to state, in relation to this amendment, that I think it is out of place here, and has no business in this bill. If, however, the Senate choose to keep it there, I shall then offer another amendment of the same character, providing for a custom-house at Mobile, for which estimates have been furnished by the department. I do not wish to offer it to this bill; and shall not do so unless this amendment be retained, as I think that neither of them has any business in it.

The question being then taken upon concurring with the committee of the whole in their amendment, upon a division it was agreed to as follows—ayes 25, noes not counted.

Mr. CLEMENS. Will it be in order for me to offer

my amendment at this time?
The PRESIDING OFFICER. The amendments made

in committee of the whole must be first disposed of.

The next amendment was stated to be the following The next amendment was stated to be the following:

"For arrears of contingent expenses locasioned in part
by insufficient estimates in preceding years, and by a larger
quantity of black books and stationery, office cases, and
other furniture, made necessary by the late act reducing the
rates of postage, and by the great progressive increase of
business] in the Post Office Department, \$7,500.

Mr. HALE. Before that amendment is concurred in
I hope the Senate will strike out what is included in
brackets. I do not like this putting arguments into a
law.

law.
Mr. BUTLER. Nor I either; that part should be

stricken out of the amendment.
Mr. HALE. I move to strike out the following, included in brackets: cluded in brackets:

"Occasioned in part by insufficient estimates in preceding years, and by a larger quantity of blank books and stationery, office cases, and other furniture, made necessary by the late act reducing the rates of postage, and by the great progressive increase of business."

That does not touch the appropriation at all, but merely relates to the argument. I hope it will be stricken

out.

The question being then taken upon striking out that portion of the committee's amendment, it was agreed to.

The question being then taken upon concurring in the amendment of the committee of the whole, as amended,

amendment of the committee of the whole, as amended it was agreed to: The next amendment of the committee of the whole was stated to be as follows:

"For compensation to temporary cierks employed conditionally to bring up arrears of business in the dead-let ter office, \$1,002 67." The question being taken, the amendment was

curred in.

The next amendment of the committee of the whole was stated to be as follows: "For fuel for the General Post Office building from the 20th of February, 1852, to the end of the sesson, 2750."

The question being taken, it was concurred in.

The next amendment of the committee of the whole
was stated to be the following:

"For the payment of the selaries of the special agent the Post Office Department to the end of the fiscal; ending the 30th of June, 1852, \$11,500."

ending the 30th of June, 1852, \$11,500."

The question being taken, it was concurred in.
The next amendment of the committee of the whole
was stated to be as follows:

"For payment to the following tribes of Indians of the
under-mentioned sums due them, retained by the late sublindian agent, William H. Bruce, the same to be retinbursed to the United States when recovered from said subagent or his sureties, viz:

"To Menomonoes, \$9,466 27.

"To Chippewas, Menomonees, Winnebagoes, and New
York Indians, \$521.59

"To Six Nations of New York, (Stockbridges,) \$22.50,

"To Stockbridges, \$1,806."

The question being taken it was concurred in.

The question being taken it was concurred in.
The next amendment of the committee of the
was stated to be as follows:

"For expenses of treaty with the Mississippi and St. Peter's Sioux for the extinguishment of their title to lands in Minnesona Territory, being in addition to the appropriation for the same object, made 30th September, 1850, \$4,272 33." The question being taken, it was concurred in.

"For expenses of treating with the Indians and half-breeds for the extinguishment of the title to their lands on the Red river of the north, in the Territory of Minnesota, being in addition to the appropriation for the same object made 30 h September, 1859, \$901 05."

The question being taken, it was concurred in.
The next amendment of the committee of the
was stated to be as follows:

"For this sum as an advance to the Chippewa India of the Mississippi, under the third article of the treaty 2d August, 1847, to be expended in opening farms for the benefit and extending their farming facilities, \$5,000." The question being taken, it was concurred in. The next amendment was stated as follows:

"For fulfilling freaties with the Winnebagoes, viz: per-chase of tobacco, per second article of treaty of lat August 1829, and fifth article of treaty of 15th of September, 1832, 8375." The amendment was agreed to.
The next amendment was stated as follows: "For fulfilling treaties with Ottowas and Chippewar, vig: purchase of tobacco, per fourth article of treaty of 28th March, 1836, \$300."

The amendment was agreed to.
The next amendment was stated as follows: "For fulfilling treaties with the Sacs and Foxes of Mississippi, viz: purchase of tobacco, per fourth article treaty of the 21st Saptember, 1832, \$200."

The amendment was agreed to.
The next amendment was stated as follows: "For fulfilling treaties with the Menomonees, viz: pur hase of tobucco, per second article of freaty of 3d Septem per, 1836, 8100."

The amendment was agreed to.
The next amendment was stated as follows: " Page 21, section 3, line 9, strike out the word "here-

The amendment was agreed to.
The next amendment was stated as follows: "Page 21, section 3, line 10, after the word 'contra

The amendment was agreed to. The next amendment was to ins was to insert on page 21 as fol

lows:

"Ecc. 4. And be it further enacted. That no estimate or appropriation of money, in any bill making appropriations, shall authorize the payment of any increased pay, allowance, or compensation in any form whatever, beyond the amount prescribed by law, in any case, unless there shall first be a specific direction for such extra payment, designating the officers to whom such extra payment, the made: Provided, That the superintendent of the Nautical Almanac be, and hereby is, allowed a compensation of \$3,000 per aunum."

Mr. HALE asked for a division of the question.
The question being taken upon the amendment, excepting the proviso, it was agreed to.
The question was then stated upon the proviso.

Mr. HALE. I have a word or two to say upon that proviso, and I hope I can have the attention of the Senate a moment or two for it. I will be very brief, sir. The proviso is in regard to allowing a compensation of \$3,000 per annum to the supermitendent of the Nautical Almanac for his services. Well, sir, in 1849, in the appropriation bill there was this clause:

"For nautical books, maps, charts, instruments, and all other expenses of the hydrographical office, \$55,260: Provided, That a competent officer of the navy, not below the